

Waste Tire Hauler Program

Zero Waste—You Make It Happen!

Winter 2005

NEWS-LINE



The *Waste Tire Hauler Program NEWS-LINE* is a free informational newsletter published by the California Integrated Waste Management Board (CIWMB). This quarterly newsletter provides information on the CIWMB's waste tire regulatory programs, including upcoming events.



More than 50 people from the waste tire business community attend a workshop in Sacramento to share ideas on proposed changes to the current manifest system.

Stakeholders Comment on Manifest System at Two Workshops

Additional Input Opportunities Proposed

CIWMB recently held two workshops, one in August (Sacramento) and one in September (Diamond Bar), giving stakeholders an opportunity to comment on requirements for the current waste tire manifest system. The review included a new comprehensive trip log form. An overwhelming number of stakeholders who attended the workshops expressed that the new trip log form was a positive step towards simplifying the manifest system program requirements and the recently developed web-based data entry process.

Stakeholder Input (continued on page 2)

Using Waste Tires Saves Money

Recycling has more positive economic impact than disposal, particularly when it comes to creating jobs that result in marketable products. While products made from recycled materials can be more costly than those made from virgin materials, tire-derived aggregate (composed of shredded waste tires for civil engineering applications such as roads and construction) results in a less expensive and more effective product.

As part of its continuing effort to help develop and promote cost-effective markets for waste tires, the CIWMB entered into an interagency agreement with Caltrans to help Caltrans build the new Highway 880/Dixon Landing interchange. In this project, Caltrans substituted tire-derived aggregate for lightweight aggregate (volcanic rock) to construct a freeway on-ramp embankment. This project used 660,000 waste tires and resulted in a \$240,000 savings to the State of California.

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Stakeholder Input (continued from page 1)

After the workshops, the CIWMB's Special Waste Committee, chaired by Board Member Cheryl Peace, reviewed manifest options that use paper forms, including the current manifest form, the proposed comprehensive trip log form, and the quarterly summary report. The committee also discussed the use of electronic data transfer (EDT) and the web-based data entry process. The latter can be accessed by anyone who has an Internet connection. The committee's efforts are geared toward creating a more user-friendly manifest system for businesses handling waste tires.

The current manifest system holds generators, haulers, and end-use facilities accountable for all waste tire pick-ups and deliveries, resulting in approximately 5,000 manifest system documents that are mailed to the Board on a weekly basis. The comprehensive trip log would place the responsibility for recording and sending information to the Board on the hauler. The quarterly summary report would possibly require the generator, hauler, and end-use facility to send a report summarizing waste tire transactions.

The legislatively mandated system aims to prevent anyone from illegally dumping or storing waste tires. To that end, the law specifically requires the use of the Uniform Waste and Used Tire Manifest to report tires transported within California. The Board wants to get the job done and at the same time reduce the amount of paperwork imposed on regulated waste tire businesses.

To varying degrees, each option enables the Board to collect information that identifies generators using unregistered haulers and haulers who may be illegally dumping or storing waste tires. "We are working on a system that won't be too onerous on those who are required to report waste tire loads that are transported, yet one that will enable the Board to perform the necessary enforcement to catch illegal activities," says Keith Cambridge, manager of CIWMB's Waste Tire Manifest Program.

The Special Waste Committee proposed additional workshops, to be held in the near future, that will give stakeholders another chance to comment on a new manifest system proposal before it is presented to the full Board for consideration.

Using Waste Tires (continued from page 1)

In another joint project, Caltrans used tire shreds made from 80,000 waste tires as backfill behind a 200-foot section of retaining wall in the City of Riverside. Since tire shreds are lighter than soil, the backfill places less pressure on the retaining wall than conventional gravel or soil. This factor significantly reduced the cost of constructing the wall, as less steel and concrete were needed. Drainage capacity is also higher.

In another instance, the Valley Transit Authority in San Jose used shredded tires to reduce vibration transmitted to nearby structures from passing light-rail trains. The agency used approximately 100,000 shredded tires to produce a vibration attenuation layer below the light-rail tracks.

Tire-derived aggregate made from shredded tires meets the lightweight fill needs of civil engineers, is cost-effective, eliminates open-pit mining for other fill materials, and keeps waste tires out of the landfill.

"California can potentially use four to six million tires per year," estimates Stacey Patenaude, a CIWMB engineer. With future projects and new applications anticipated, shredded tires used as tire-derived aggregate can play a major role in diverting California's waste tires from landfills.

Failure to Remove Waste Tires Leads to Fine

On July 29, 2003, the owners of Border Tires Waste Facility in Imperial County, Raul and Norma Monreal, were fined \$10,000 for operating a waste tire facility without a permit, refusing to clean up the waste tire site, and failing to comply with the regulations for the operation of a waste tire facility. In addition, the facility's operator and property renter, Carlos Duenas, was fined \$6,500.

After making numerous attempts to get the owners to clean up the site, the CIWMB issued an administrative complaint. Based on Mr. Monreal's representation that he cleaned up the waste, the administrative law judge fined the Monreals \$5,000. However, contrary to Mr. Monreal's representation, an inspection showed that 7,000 tires remained on the property. Consequently, the CIWMB issued a second administrative complaint requesting additional penalties for misrepresenting the facts at the administrative hearing and continuing to store waste tires at an unpermitted facility. While the tires were finally removed from the property, the Monreals and Duenas were responsible for paying additional penalties.

The CIWMB regulates and issues permits to waste tire facilities to ensure that waste tires are properly stored and do not pose a health and safety hazard to community residents. The requirements for minor waste tire facilities (those that store from 500 to 4,999 waste tires) include fire prevention and vector control measures. A major waste tire facility may store 5,000 or more waste tires but must meet more requirements for the operation of the facility. Anyone convicted of accepting waste tires without a permit from the CIWMB may be fined \$500 to \$10,000 for each day of violation.

In the Border Tires Waste Facility case, repeated violations were sufficient cause for two fines against the property owners. Since neither the property owners nor the facility operator took remedial action until two administrative complaints were issued, the administrative law judge determined penalties were necessary to deter future violations.

The Cost of Cleaning Up Illegal Waste Tire Sites

Waste tires are found in rivers, streams, forested areas, roadways, alleys, and vacant lots. Chances are we have all seen waste tires in these locations at one time or another. These tires are not only an eyesore, but they damage the environment and cost consumers millions of dollars each year for cleanup.

Through grants to local government agencies, the CIWMB is spending up to \$1 million each year to remove tires in communities throughout California. The City of Fresno used grant funds in the amount of \$112,600 to remove about 28,000 tires last year. "This has had a very positive effect on the community," said Barbara Miller, Senior Code Enforcement Inspector for the City of Fresno. Ms. Miller described alleyways as impassable prior to the clean-up efforts, since in many cases people didn't know what to do with used tires so they dumped them illegally.

In fiscal year 2003–04, 14 local agencies received funding earmarked for waste tire clean-up activities. Overall, some of the worst areas for illegal dumping are remote areas in rural communities. Two years ago, about 5,600 tires were pulled out of the Tijuana River, which runs north from Mexico. The average cost of removing waste tires from illegal dumping areas is \$8.00 to \$10.00 per

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tire; many tires are embedded in creeks, often adding to the cost of removal.

While tire clean-up grants help control the number of discarded tires found in communities, these funds could be directed towards a more useful purpose. Much of the problem stems from the fact that waste tire generators pay haulers a lower price to haul away tires. Instead of taking those tires to an end-use facility or a landfill where haulers must pay a disposal fee, some haulers dispose of the tires illegally. In this way, the haulers profit more than they would if they paid a disposal fee at the landfill. Enforcement programs are in place to discover and fine haulers who illegally dispose of waste tires, but as long as the problem of illegal waste tire disposal persists, funds will continue to be spent on clean-up activities.

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*Happy
New Year*

From the Waste Tire
Hauler Registration &
Manifest Program Staff!!!

